ANNOUNCEMENTS.

THANKSGIVING MARKET-The ladies of St. Paul's Church will hold their annual Thanksgiving Market on Wednesday, Nov. 27, from 8 a. m. to 6. p. m., in the new Parish Home in the rear of the church, corner New York and Illinois streets.

FINANCIAL.

FINANCIAL-Florida Seal Cigar. LOANS-Money on mortgages. SAYLES, 75 East Market street.

FINANCIAL-Large loans at 5 per cent. on CO., 72 East Market street. FINANCIAL-Mortgage loans. Six per cent. money; reasonable fees. C. S. WAR-BURTON, 26 Lombard Building.

LOANS-Money on watches, diamonds, jew-elry, without publicity, CITY LOAN OFFICE, 57 West Washington street. LOANS-Sums of \$500 and over.

City property and farms. COFFIN & CO., 90 East Market MONEY-To loan on Indiana farms. Low-

est rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind. MONEY TO LOAN-On farms at the low-

est market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., 72 East Market street, Indianapolis. LOANS-Six per cent, money on improved real estate in this city only. (No loans made outside.) Borrower has the privilege of prepayment semi-annually. No delay. Reasonable fees. JOHN S. SPANN & CO., 86 East Market.

WANTED-AGENTS.

WANTED AGENTS-Florida Seal, 5 cents. AGENTS-A snap for you; \$95 weekly; \$5,000 yearly. No experience required; failure impossible. Our scheme a new one. Particulars free. Address P. O. Box 5308. free. Address P. O. Box 5308, Boston, Mass.

WANTED-MISCELLANEOUS. WANTED-Situation. Young man of good family, four years' office experience, best references given. Address G. S., this of-

WANTED-MONEY. MONEY. MONEY. Loaned on Furniture, Pianos, Etc., in sums of \$10 and up, and on time to suit borrower and at lowest rates. Business SECURITY MORTGAGE LOAN CO. Room 207 Indiana Trust Bldg., cor. Washington St. and Virginia Ave. Entrance on Washington St.

CLAIRVOYANT.

CLAIRVOYANT-Professor Snowden, the famous clairvoyant and trance medium, pronounced wonderful. He gives advice on all subjects. If you are in trouble do not fail to visit him. He tells your entire past, present and future. 40 North Mississippi street. Open all day, Sunday and week days.

* CLAIRVOYANT-Is returned! Paul Alexand reader of unuttered thought, returns to the city this morning. Office 3 and 4 Piel Block, 291/2 West Ohio street, near Illinois. Note.—Mr. Johnstone has but one fee, \$1, which embraces a reading of your entire life together with palmistry as introduced by the masters of India.

MISCELLANEOUS.

MISCELLANEOUS-Florida Seal Cigar, Perfecto work.

MISCELLANEOUS-For particulars how those with sufficient medical knowledge can become lawful physicians, medical course by mail, address ILLINOIS HEALTH UNIVERSITY, Lincoln and Van Buren, Chicago.

FOR SALE. FOR SALE-Florida Seal 5-cent Cigar.

THE COURT RECORD.

Supreme Court. Room 1-John L. McMaster, Judge. Eloise M. Wharton vs. Joseph Wharton; divorce. Decree granted plaintiff. Anna M. Moore vs Warren Moore; divorce, Decree granted plaintiff. Prehibition from marriage for two years. Bernhard Mueller vs. Anna B. Mueller; divorce. Decree granted plaintiff. Prohibition from marriage 'or two years. Ellen M. Dunck vs. Arthur G. Dunck; di-

vorce. Decre refused. Room 2-Lawson M. Harvey, Judge. Mutual Home and Loan Association vs. Augustus J. Laydon et al.; foreclosure. Judgment against defendant Laydon for 1833.60 and costs. Foreclosure and sale or-Minnie Russell vs. Elmer Russell; divorce.

Decree granted plaintiff.
Minnie Dillon vs. City of Indianapolis; lamages. Jury out. Room 3-Pliny W. Bartholomew, Judge, Lillian G. Shelby et al. vs. Albert A.

Womack, sheriff. To set aside judgment. udgment against plaintiff for costs. Christian Smith vs. Perry C. Smith et al.; note. Finding and judgment for plaintiff for

Mary C. Evans vs. John R. Walker; damages. Judgment against plaintiff for costs. Eliza Collier vs. Charles Collier; divorce. Decree granted plaintiff, with \$100 alimony. Criminal Court.

The State of Indiana vs. Edward Lindley; grand larceny. Tried by jury. Jury dis-. Jury discharged. State of Indiana vs. Frank Sanders: grand larceny. Judgment on defendant's former plea of guilty. Fined \$150 and sen-The State of Indiana vs. Edward Mc-Laughlin; robbery. Finding of guilty of grand larceny. Fined \$100 and sentenced to Prison North for two years. The State of Indiana vs. Henry Miller;

assault and battery. Finding of not guilty. Defendant discharged. The State of Indiana vs. Stephen Matler; selling liquor July 4 and giving liquor to a minor. Six cases. Motion of State to

Circuit Court.

Edgar A. Brown, Judge. Nora Doyle vs. Sarah Baird's estate; claim, Allowed for \$63 and costs.

Sheldon Morris vs. Julia A. Alvord et al.;
to cancel mortgage. Trial by court. Finding in favor of plaintiff and mortgage can-

Thomas C. Day vs. Charles Alcon et al.; to quiet title. Trial by court and title quieted in plaintiff. The following judgments were entered in favor of the Minnehaha Granite Company, as against the following parties: Amelia Russe et al., \$1.311.02 and costs; F. G. Whitomb et al., for \$841.05 and costs; Sarah A and et al., for \$215.13 and costs; John . Smith et al., for \$1,370.82 and costs; Mar-Anna B. Birk et al., for \$437.87 and costs; Martha E. Fisher et al., for \$283.19 and costs; George Hasty et al., for \$283.19 and costs. Decree of foreclosure entered and sale ordered.

New Suits Filed.

Henry H. Beville et al. vs. Indianapolis Light and Power Company; suit for damages. Superior Court, Room 1. iana Wall Paper Company vs. Charles B. Rockwood; suit on note. Superior Court, Flora A. Greusling vs. John G. Greusling; int for divorce, Superior Court

am F. Koss et al. vs. Samuel Goddard et al.; suit on account. Superior ra L. Wright vs. Citizens' Street-rail-

any; suit for damages, Superior Marcus L. Hare vs. the Cleveland, Cinfor damages. Superior Court, Room 1.

Benjamin S. Schmidt vs. Sarah A. Hiatt;
mechanic's Hen. Superior Court, Room 3. Dora M. Hancock vs. Frank Hancock suit for divorce. Superior Court, Room 3. Realty Company vs. Herbert T. Bush et

d.; suit to collect rent. Superior Court, Charles H. Gilliland vs. Miledge Baker; suit on contract, Superior Court, Room 2. Capitola Robbins vs. Masonic Mutual Benoft Society; suit on policy. Circuit Court.

The Cigarette Evil.

New York Letter. The cigarette evil is spreading all over own, especially in the financial district. The flends on the Consolidated Exchange ierous that they are able to insist upon increased privileges on the floor. During business hours smoking is prohibited inside the walls of both ex-Cigarette victims, who can restrain their desire for a few puffs for only a certain time, have been obliged to go out on the steps to light up. Soon, however, those on the Consolidated will be enabled to step just outside the railing of the floor and enter a glass-inclosed room construct-ed for their especial use. The room is nearly completed, and while labeled "smoking room," it is referred to familiarly as

RAILWAY STATISTICS

ANNUAL REPORT OF THE INTER-STATE-COMMERCE COMMISSION.

and Expenditures of Roads in the United States-Equipment, Employes, Casualties, Etc.

The Interstate-commerce Commission has just issued a preliminary report on the income and expenditures of railways in the United States for the year ending June 30, 1895, prepared by the statistician. The report includes the returns for 650 roads 9, 1895, and covers the operations of 104,529 miles of line, or 92 per cent. of the total mileage in the United States. The gross earnings were \$1,003,022,853, of which \$293,-465,792 were from passenger service, \$683,-022,988 from freight service, and \$26,217,595 were other earnings from operation, covering earnings from telegraph, car mileage balances, switching charges, etc. The operating expenses were \$677,667,635, leaving net earnings of \$325,855,218, as compared with net earnings of \$320,137,670 for the same roads in 1894. Reduced to a mileage basis, gross earnings were \$6,096, operating expenses were \$4,119, and net earnings were \$1,977, or a decrease in gross earnings of \$13 per mile as compared with 1894, and of \$1,094 per mile as compared with 1893; a decrease in operating expenses of \$14 per mile as compared with 1894, and of \$757 per mile as compared with 1893. Net earnings show a gain over 1894 of \$31 per mile of line, but a decrease of \$337 per mile, as compared with 1893.
Passenger receipts fell off \$177 per mile as compared with 1894, while freight receipts show a gain of \$149 per mile. Passenger receipts were \$336 per mile less than in 1893, and freight receipts show a decrease as compared with that year of in groups, disclosing that the largest gain in net earnings has been in groups I, III,

Income from sources outside of the operations of the roads were \$33,057,243, making the total income available for the payment of fixed charges and dividends \$358,412,461. The total deductions from income, including fixed charges, were \$336,351,946, and dividends paid were \$53,135,545, leaving a deficit ready been referred to. from the operations of the year of \$31,075,-030. The dividends paid by the same roads the preceding year were \$61,504,785. The text of the report contains a brief discussion of the facts above presented, and is followed by a table showing the earnings and expenditures of each road.

LOCOMOTIVES AND CARS.

Regarding equipment, the report says: "The total number of locomotives on June 30, 1894, was 35,492, being an increase of 704 over the number in service the previous year. The increase in locomotives of 1893 over 1892 was 1,652; of 1892 over 1891 was 997; of 1891 over 1890 was 1,999. From this it appears that there was a decided decrease in the accustomed rate of increase in locomotives during the last few years. The total of cars in the railway service on June 30, 1894, was 1,278,078. It is, of course, understood that this figure does not include the cars of companies or private persons furnishing railways with equipment. The business of furnishing rolling stock to railroads or to shippers is a large and continuously increasing business, but under the law it is impossible for this office to

secure any official information respecting The increase in the number of cars in he railway service on June 30, 1894, over hose reported the previous year is 4,132. The corresponding increase of 1893 over 1892 was 58,854. The falling off in the regular increase in railway equipment is one of the marked features of the present report and may be accepted as one of the important results of the business depression to which the railway industry, in common with other industries, was subjected. This decrease in equipment early attracted the attention of the office, and led to correspondence to ascertain the cause and nature of the decrease. In almost every instance the correspondence showed that the railbusiness the occasion for destroying a largmber than usual of old cars and cars number of cars had been decreased, the capacity and value of equipment had been increased. One auditor writes that cars fifteen tons capacity and 'are being replaced by cars of thirty tons capacity juipped with automatic couplers and air brakes), so that while the number of cars is largely decreased the toppage capacity and value of the equipment is increased.'
"The decrease in traffic during the year covered by the report is responsible for the decrease in rallway efficiency. The number of passengers carried per passenger lo-

comotive shows a decrease of 6,557 in 1894 inder 1893. From other statistics it is known that passenger trains were taken off and passenger mileage reduced. In the case of passenger miles per passenger locomotive there has been a decrease of 22,971. The most marked decrease, however, is observed in the case of tonnage, the number of tons carried per freight locomotive being 6,101 less in 1894 than in 1893, while the ton miles per freight locomotive were 757,418 less. The number of passenger cars per 1,000,000 passengers carried shows a decrease of 2, as compared with the previous year, but the number of freight cars per 1,600,000 tons of freight carried was 276 greater in 1894 than in 1893."

SAFETY APPLIANCES.

The report shows that, "while the equipan increase of 4,836, the increase in equipment furnished with train brakes during lor cars. The Fullman company seems to tenced to the Prison North for three years. | the same period was 31,965, while the in- have the railroad companies at present becrease in equipment furnished with automatic couplers was 35,383. The gain, therefore, in equipment fitted with train brakes during the year was 27,129, and the gain in the equipment fitted with automatic couplers was 30,547. When it is considered that the total equipment on June 30, 1894, was 1.313.570, it is easy to see that greater attention must be given to this matter in the future than in the past, if the railways purpose to comply with the law of March, 1893, which requires all equipment to be fitted with train brakes and automatic couplers by January, 1898. By comparing the advance made during the year covered by this report with that of previous years, no decided tendency towars compliance with the law can be observed. The act referred to also requires that all cars shall be prorided with grab irons or hand-holds and

drawbars of a standard height by July 1,

Continuing, the report says: "This office has never before been called upon to report decrease in the number of railway loves, but it appears that on June 30, 1894, there were in the employ of railways 779,-08 persons, as against 873,602 persons 1893. This shows a decrease of 98,994. It is necessary to go back to the year 1890, when the number of railway employes was 749,-301, to find a pay roll as limited as that of 1894. This reduction is, of course, one of the results of business depression and of the consequent necessity of economy on the part of the railways. A fact of interest in connection with the reduction of railway mployes pertains to the classes of employes in which the reduction takes place. There has been a decrease per one hundred miles of line in employes assigned to general administration of 14.29 per cent.; in mployes assigned to maintenance of way and structures of 18.54 per cent.; in employes assigned to maintenance of equipment of 16.50 per cent., and in employes issigned to conducting transportation of 11.11 per cent. Referring to the averages for the entire year, it appears that the only class of employes which received comensation in excess of \$3 per day are endine men and conductors, General office clerks, firemen, machinists and carpenters received between \$2 and \$3 per day; all

other employes were in receipt of a compensation less than \$2 per day." CASUALTIES. Regarding accidents the report says: "The number of railway employes killed during the year covered by the report was 1,823 and the number injured 23,422. As compared with the previous year mis shows a dewith the previous year this shows a de- so heavy that some of the freight men crease in fatal casualties to employes of are complaining, their chief anxiety being 904 and a decrease of injuries of 8,307. The first explanation of this marked decrease in casualties to employes which occurs is that the number of employes on June 30 of the year covered by the report is 93,994 less recepted as a partial explanation of the becrease in casualties, it is not satisfactory, nasmuch as the decrease in the pay roll | daily increasing; the new corn was but 10.76 per cent. Another explanation may be suggested for this decrease in week begin to move, and casualties to railway employes. The chartraffic has not been as heavy for

were destroyed during the year, while there | more in favor of the railroads than at the was an increase in the better grades of present time, even the weather being fa-cars equipped with train brakes and auto- vorable to handling business advantamatic couplers. This, however, is a suggestion merely, there being no statistical for the week ending Nov. 23, and for the proof of any relation between a higher corresponding weeks of 1894 and 1893: grade equipment and the decrease of acci-dents to employes. It is also probable, in view of the fact that the liability to accident is increased by the employment of the shiftless and unskilled, that the grade of labor was raised through the discharge of so large a number of employes. This latter suggestion finds support in the fact that the ratio of casualties in the Southern States, where the grade of labor is somewhat inferior, has for a series of years been higher than in the Northern and

Eastern States.

"The number of passengers killed during the year was 324 and the number injured was 3,034, being an increase in the number killed over the previous year of twentyfive, but a decrease in the number injured of 195. As compared with the previous years, however, and when considered in onnection with the character of passenger raffic covered by the report, it cannot be said that the increase in the number of passengers killed indicates greater liability to accident for normal passenger travel. The passenger mileage in 1894 wa 14,289,445,593, as against 14,229,101,084 in 1890 being an increase of 60,344,809, an increase in he passenger mileage of 4.24 per cent. and an increase in the number of passen-gers killed of 8.36 per cent. As will be remembered by one who recalls the current events of the year covered by this report, the increase in the number of passengers killed is due to a few unusually serious accidents in connection with excursion traffic. "Under the head of 'Other Persons' included a statement of the number persons killed and injured as a result of accidents in connection with transportation who were at the time neither passengers nor employes of the railways. The summary shows 4,300 of this class killed and 5,433 injured. Attention is called to the high proportion of fatal casualties as the result of accidents sustained by this class as compared with employes and passengers, a fact which suggests that the record covers a considerable number of suicides.

"Referring to the statistics of accidents for the entire country, it appears that the number of employes for one employe killed during the year covered by the report was 428, as against 320 the previous year. The number of trainmen employed for one killed during the year was 156, as against 115 in the report of the previous year. This is a marked improvement, and if, as suggested, it is due to the use of better cars and the employment of a higher grade of labor, the improvement should be perma-nent. The number of passengers carried for one passenger killed in 1894 was 1,668,791, as against 1,985,153 in the previous year. The number of passengers carried one mile for one killed was 44,103,228, as against 47,588,966 the previous year. The explanation

RECOMMENDATIONS. "The recommendations contained in previous reports with a view to making the statistical division of the Interstate-commerce Commission more complete, and, therefore, more useful, may with propriety be repeated. They are as follows: "First-That the express companies en-

nake report to the Interstate-commerce Commission similar to reports now required of carriers by rail. econd-That all corporations, companies persons owning rolling stock which is used in interstate commerce, as also all corporations, companies and persons owndepot property, stock yards, elevators and the like, used by the carriers for inter-state traffic, should be required to make appropriate reports to the Interstate-com-

"Third-That carriers by water, so far at least as their business influences in any important degree the interstate traffic carried on by the railways of the country, shall be required to make appropriate reports to the Interstate-commerce Commis-

Lower Prices for Pullman Berths. An official of the Pennsylvania Company, in conversation yesterday, said: "This move of E. A. Ford, general passenger agent of the Pennsylvania lines east of Pittsburg, is all right. The lower berths on long distances should be 20 per cent. lower, say \$4 Indianapolis to New York, and upper berths should be reduced in price 25 per cent., to \$1.50 per night, where it is now \$2. The Pullman company has been getting the cream of this sleeping-car service long enough, and the roads getting the skimmed way management made the slackness in milk. Another thing should be stoppedthe giving of 'tips' to Pullman porters. of inferior type. In some cases, while the | The company should pay them more. As the matter now stands, after the lower berths are all sold it is very difficult to which are now going out of service in | sell the upper berths, even on excursions. large numbers are old cars of twenty or and it results in hauling unnecessary sleeping cars. Lower prices for the upper berths would in some measure overcome this." A general passenger agent of another system where Pullmans are run is quoted as saying that he was with the Pennsylvania Company in this move. Passenger men know from their own experience that the uniform rate for upper and lower berths alike has caused no end of trouble. What traveler has ever asked for the reservation of an upper berth? Everybody who uses a Pullman sleeper wants a lower berth, and the result is that the upper berth has come to be regarded as a secondclass attraction. Frequently travelers have ostponed their trips because they have been unable to secure lower berths. There is a popular aversion to the upper berth, and it would be a wise move on the part of the controlling company to fix a lower

would profit by it.

to the Pullman monopoly, and either compel that organization to reduce its rates to the public and its exorbitant royalty exment in 1894, as compared with 1893, shows | tracted from the railroads or else there will be a movement on the part of the roads to build their own sleeping and parween the upper and nether millstones, and is not afraid to grind them for all the grinding may be worth. The Pennsylvania railroad, being an enterprising corporation, spends many hundreds of thousands of dolars annually for advertising in the newspapers, and while the Pullman people get their share of the benefits, it is said that that company never spent a cent for adverising of any kind, and never even issued one free pass to a newspaper man.' President Pullman is reported as saying he has received no request from the Pennsylvania or any other railroad to reduce the charge for the upper berths in sleeping cars. He had heard it said the general passenger agent of the Pennsylvania had asked the general passenger agents in regard to their views as to the advisibility of reducing the charge for upper berths 25 cents. He could not see what the general passenger agents had to do with the matter. All the roads using Pullman cars were bound by contract, and such a thing as naking war upon his company if he failed to make a reduction was preposterous. As far as he knew the managers of nearly all the roads were in favor of keeping the rates as they are. There was no prospect.

ne said, of sleeping-car rates being reduced.

Another prominent railway official says

'The time is fast coming when several of

Londed Car Movement Still Heavy. The train records show that in the week ending Nov. 23 there were received and forwarded at Indianapolis 26,180 cars, 21.125 being loaded, and this maximum number would have been exceeded had the roads cars to handle the business offered. The lack of a sufficient number of cars is, with each week, becoming more apparent. Still. as every road has all its power in service, the present volume of business is fully up to the capacity of power, as well as cars. Last week 2,015 more loaded cars were handled than in the corresponding week of 1894, 4,658 more than in the corresponding week of 1893. Going back to the corresponding week of 1892, when business was considered heavy, an increase is shown this year of 3,074 loaded cars. There are three features in which the freight traffic of last week differed from either of the preceding weeks this fall. First, west bound the tonnage was nearer that of east bound than is often the case; second, the north-andsouth roads are handling more loaded cars than for some months past, and, third, local business showed an increase, while brough business fell off a little with some lines. Still, through and local business is to get cars to fill orders. The Big Four has ceased furnishing cars to any of its connections, no matter how long a haul they would get on the business, being anxious to alleviate, as far as possible, hippers on their own system. There are several points where the Big Four is unhan on the corresponding date of the pre- able to furnish half the cars asked for, rious year, so that the number of men ex- and the same is true with the Panhandle, posed to accident is less. While this may be | the Lake Erie & Western and the Monon. One of the best features now is that the

Name of road. Penn.-I. & V. Penn.-J., M. & I..... Penn.—Chicago div...... 535 Penn.—Columbus div..... 2,310 1,929 987 1,033 1,649 2,048 1,934 1,778 Big Four-St. Louis div.... 2,337 Big Four-Cleveland div.. 2,527 1,825 Vandalia 2,362 Empty cars 5,055 4,736 4,180 Total movement26,180 23,846 20,657

Belt Road Business. Traffic over the Belt road continues unisually heavy. In the week ending Nov. 23 there were transferred over the Belt 17,242 cars, which was the maximum number with one execption, since the road was opened. The Belt road last week handled for the yards 1,530 carloads of live stock, and for switches located on its line 922 cars. in the three items the number of cars handled is seldom exceeded. Traffic Notes.

There were handled at Indianapolis last week 5,055 empty cars. The Pennsylvania lines handled at Indianapolis last week 5,807 cars, 4,577 being loaded. The Big Four lines proper last week handled at this point 9,422 loaded cars, 703 more than in the week ending Nov. 16.

cars, nine more than in the week ending Nov. 16. With the Panhandle the east-bound movement is still in excess of the west-bound, last week 1,245 loaded cars being forwarded, against 1,065 brought in. The Indianapolis & Vincennes last week

The Peoria & Eastern handled on both

divisions last week at this point 2,347 loaded

in its history, with two exceptions. Its in-bound loaded car movement reached 731 cars. For the first time in many months the in-bound business of the Lake Erie & Western came near being as heavy as its outbound, the road bringing in 283, against 205 loaded cars forwarded.

handled the largest number of loaded cars

The Vandalia handled at Indianapolis last week 2,363 loaded cars, bringing in 1,381 and forwarding west 931 loaded cars. This was an increase over the week ending Nov. 16 of nineteen loaded cars. The Monon continues to handle over 500

cars at this point weekly, which is an excellent showing under present conditions. The road last week handled at this terminal 055 cars, 520 being loaded. It was a close race last week between the Chicago and the Bee-line divisions of the Big Four lines, the former leading the Bee-

line but twelve loaded cars, the latter handling 2,527 and the Chicago division gaged in interstate traffic be required to (east end) 2,539 loaded cars. The Cincinnati, Hamilton & Davton last week made a very creditable exhibit, handling at this terminal 942 cars, 763 being oaded. Although this road has a large freight equipment, it feels the scarcity of cars more than some other roads, as it has

no connection to draw cars from. The Indiana, Decatur & Western is surprising its friends in the amount of business it carries, handling at this station last week 546 loaded cars. On Tuesday this road brought into Indianapolis ninety-five loaded cars, on Thursday seventy-six and on Friday seventy-two. The in-bound movement of last week is seldom exceeded.

Personal, Local and General Notes. R. B. F. Peirce, receiver of the Toledo St. Louis & Kansas City, will go to Toledo to-day to be absent the entire week. Dr. H. D. La Cossitt, of Greenville, Pa has been appointed medical examiner of the Pennsylvania voluntary relief department of the Pennsylvania lines at Pittsburg. The Queen & Crescent yesterday put on a new line of sleeping cars between Cincinnati and Jacksonville via Chattanooga, the Southern railway and the Plant sys-

S. H. H. Clark, managing receiver of the Union Pacific lines, arrived in St. Louis yesterday, where he will spend a few days with his family, resting from his usual arduous duties.

As competitors expected, the new line to St. Louis over the Indiana, Decatur & Western and the Toledo, St. Louis & Kansas City has cut the tariff to \$5.50. The regular rate is \$7.50.

& Western, was turned out of the Westside shops Saturday practically a new locomotive. The company now has every locomotive it owns in service. H. M. Waite, of Lexington, Ky., is visiting friends in this city. His record as superintendent of maintenance of way on Goods.

Engine 18, on the Indianapolis, Decatur

the Q. & C. marks him as one of the rising railroad men of the country. The official report of the Tolede, Louis & Kansas City shows that for the last ninety days its west-bound through business has fallen behind the east-bound tonnage less than 15 per cent. Now that the Joint Traffic Association is an assured thing, agents in the depart-

ishment of agencies are becoming anxious as to when it will go into effect. The Big Four management has notified all connections that its cars cannot go off its own lines to be loaded, as every car they can command is needed to account the shops at Altoona June 25, 1893. At the The Big Four management has notified rate of fare for that convenience. They they can command is needed to accomodate shippers on their own system. The old engine Yarmouth, built at the Altoona shops in 1869, has been rebuilt and the largest rallway corporations in the sold to a car works company to do switchcountry will be in shape to dictate terms ing. For years it was one of the famous engines on the Pennsylvania lines east. The Cadiz branch of the Panhandle

ments which may be affected by the abol-

the oldest portion of the Pennsylvania lines, it having been constructed before the Madison & Indianapolis road. It was built by the Steubenville & Indiana company, in the early fifties. quirement of the Chesapeake & Ohio Southwestern, have 4,500 miles of road and will have a shorter route between Louisville

and New Orleans than that of the Louisville & Nashville. The Baltimore & Ohio is said to be acting very dishonorably in retaining on its own road for local service cars of Western lines, and this is the reason the Cincinati Hamilton & Dayton is so troubled to fill its orders for cars.

that it will strictly pursue the policy of equipping all foreign cars in use on road with grab-irons to conform to the interstate-commerce law and the expense will be charged to the owners. Train 8, west-bound over the Panhandle, is now hauled by a ten-wheel engine and a Class P engine. The combined weight of

The Pennsylvania Company gives notice

both engines, including tender, is 437,000 pounds, making it the heaviest header run in the United States. L. R. Brockenbrough, general passenge agent of the Ohio Southern, has notified all roads using the intermileage tickets reading that line that the same will be discontinued Dec. 1, and after Jan. 1 the mileage

books of other lines will not be honored on the Ohio Southern. The average price of all railway stocks sold the first ten months of 1895 was \$59.4 per share, against \$63.2 in 1894, the aggregate values being 20 per cent. more than in the same time during 1894. October transactions aggregated a value of \$200 .-000,000 in excess of October, 1894. One of the largest and longest iron tres-

tles in the world, extending from Homestead to Bradford, on the Pittsburg & Lake Eric, is to be double tracked to handle the business between those points more expeditiously. This company also proposes to double track the long bridge crossing the Monongahela river. William Swanston, master mechanic the shops of the Pennsylvania Company at Indianapolis, is credited with having his shops in the most orderly condition and

the grounds surrounding the most cleanly

and attractive of any shops and grounds the Pennsylvania inspection party visited on their recent inspection trip. Two passenger conductors were dismisse on the Evansville & Cerre Haute to make room for men who would fill the positions for less money. As a consequence, on the first trip one of the new men refused to honor a through ticket and put the passenger off at Vincennes. A lawyer was consulted, and it is stated it cost the E. & T. H. Company \$300 to compromise

Pittsburg Post: "E. A. Ford, general pasenger agent of the Pennsylvania lines, is known from the Atlantic to the Pacific as a man who is straightforward, and conscientious in all his acts. matters pertaining to traffic affairs he exrcises a careful discrimination which enab. him to most generally take the right side. The honest newspaper man who has any dealings with Mr. Ford will always find him a perfect gentleman."

Twenty-one of the Western roads have jointly issued the following: "Notice is hereby given that, effective Dec. 1, charge will be made by these companies, between all points, for the transportation in bag-gage cars, of bicycles, tricycles and baby carriages, on the basis of regular agreed





THE MOELWAINE-RICHARDS CO., WROUGHT-IRON PIPE and BOILER TUBES

Steam. Gas and

Tools. Hose

62 & 64 West Maryland Street snow Steam Pumps, Mill Supplies. each case to be 25 cents. This charge .will be in addition to and separate from any charge for excess baggage proper, and these articles will not be carried as a - SHOWING part of the regular baggage allowance." Engine 2106, on the Philadelphia & Erie unning between Harrisburg and Revens, has made 237,000 miles without being in

time it was claimed to be the best built occumotive that ever left the shops, and that it was has been fully demonstrated. Doubtless the engine has had a very capable engineer, which would have much to do with this remarkable record. Boston Herald: "It is claimed that the purpose of the new trunk line agreement to go into effect Jan. 1 is to maintain, not to advance, traffic rates. To be sure, there has never been any difficulty in agreeing

to adavnce and agreeing to maintain rates the difficulty has been in maintaining them. proof of its utility will be found in the trial The plan promises well, so did its predeces-The agreement is to ruh five years. If it lasts half that time it will be most A local freight official who has given the transportation problem much thought says that every year makes it more apparent that rates will be regulated by the cost of production and the selling price

of the article when at the seaboard or other parkets, despite what any association un dertakes to do in the matter of regulating rates. Associations may secure maintenance of rates, but what the rate shall be will be governed by its cost at the producing point and the selling price at the place the produce is marketed.

AN IRVING LECTURE. The English Actor Entertains the Students of Columbia. New York Letter.

Although it was from some of the profes-sors in Columbia College that criticism has been heard upon the disposition to accept Sir Henry Irving as a literary authority or a man capable of genuine and important literary exposition, nevertheless it was in the great hall of the Columbia library that Mr. Irving received perhaps the most pressive of all the tributes which have come to him in this country. None but students of the university and the faculty were present, for Miss Terry and her daughter were not regarded as guests. President Low, of Columbia, is not much of theater-goer. He cares but little for the play. Yet he seemed to feel honored by the opportunity which came to him through the ourtesy of Sir Henry of introducing him to the students. Much curiosity had been expressed before this great artist of the drama and supreme stage manager began to lecture as to whether the remarkable indistinctness, almost mumbling, which characterized his appearance in Macbeth recently was a part of his ception of the character, or whether it was an individual characterwas an stic of Irving himself. That curiosit was gratified. For although no one lost all of the lecture because of indistinctness of denunciation, yet, on the other hand none but those who were within a few feet of the lecturer heard all of the address It is thus unhappily apparent that this mannerism, if it be that, or weakness, i it be that, is growing upon Sir Henry. marred an otherwise noble performance Macbeth, and it detracted from the enjoyment of a most interesting lecture. This address was, after all, merely the putting into prose of the dramatic action of Mr Irving when he is portraying Macbeth. He looks upon Macbeth as a natural and conummate villain, and it is his idea that Macbeth was the chief conspirator; that it was he, instead of Lady Macbeth, who conceived the murder, and that he, with diabolical cunning even induced Lady beth herself to believe that she was leading him on, whereas the temptation was from him to her. The exposition did not onvince the Shakspearean students of Coimbia, although they were greatly interested in listening to it. The criticism heard after the lecture was that the common conception of the characters of Macbeth and Lady Macbeth is far more effective for dramatic purposes than that which Sir Henry entertains.

acter of equipment used during the year with the roads of Ohio, Indiana and IFicovered by this report was undoubtedly of a higher grade than in previous years. A large number of old cars of abandoned type that it would be difficult to get matters excess baggage. The minimum charge in purifies the blood and cures these troubles.

ANNUAL STATEMENT

RECEIPTS and DISBURSEMENTS - OF THE -

STATETREASURY - FOR THE -

Fiscal Year Ending October 31, 1895. Balance in Treasury Nov. 1, 1894...... \$390,511.29 \$8,915,730,62 Disbursements for all purposes...... 8,342,004.20 Balance in Treasury Oct 31, 1895 \$572,726.42 The Various Funds in Detail: GENERAL FUND. Balance in fund Nov. 1, 1894....

Current and delinquent taxes ... \$1,482,998. tecelets and earnings benevo-4,176.24 count of clothing and mainteformatory justitutions...... Incorporation fees...... Transfer of benevolent instilla tion fund. Advance payments by countles urdue University, U.S. appro-21,000.00 idiers' and Saflors' Monument earnings ... 27,251.94 ard of World's Fair Man-3,945.80 udiana State Soldiers' Home ... preme Cour fees. eipts and earnings of penal and reformatory institutions. Sale of bords, May 1, 1895, 0,000,00 Supreme and Appellate Court Total receipts ...

DISBURSEMENTS. intant General's office eutenant Governor s salary ... etary of State's office Auditor of State's office reasurer of State's office Attorney-general's omce. Superint indent Public Instrue tate Library, salaries and exremium on bonds. 1,659,95 Advance payments returned to 411,015.47 preme and Appel ate Court, lerk of Supreme Court's office Reporter of Supreme Court's 6,345.00 63,681.56 State educational (universities and colleges) nal and reformatory institu egislative, House and Senate... 43,226.24

28,921.25 apperv sor Natural Gas, salary

gist's sainty

State Board of Agriculture. State Horticultural Society... Bureau of Statistics..... tate Reard of Charities. tate Board of Health. State Board Tax Commission ers, salaries and expense..... State Live Stock and Sanitar; 14,315.36 Commission.... Fish Commissioner, salary and agers.
Custo lian State building, labor fund and repairs.
Water and illuminating State 1,814.20 Public printing and stationery... Chickamauga and Chattanooga Military Park Commission, expense and monuments..... liscellaneous expenditures ... SCHOOL REVENUE FUND FOR TUITION. Salance in fund Nov. 1, 1894 RECEIPTS DISBURSEMENTS. school revenue apportionment, \$3,064,088.98 R. 000.003.5 COLLEGE FUND-PRINCIPAL Balance in fund Nov. 1, 1894.... 81, 304.68 RECEIPTS. DISBURSEMBETS COLLEGE FUND-INTEREST. Balance in fund Nov. 1, 1894.... \$3,561.41 RECEIPTS. Damages \$,797.29 Balance in fund Oct. 31, 1893.... \$12,565.52 PERMANENT ENDOWMENT FUND INDIANA UNIVERSITY. \$1,417.82 Balance in fund Nov. 1, 1894.... Current and delinquent taxes... \$68,208.00 900,278.32 \$90,278.31 PERMANENT ENDOWMENT FUND UNIVERSITY-INTEREST. INDIANA \$7,908.51 Balance in fund Nov. 1, 1894. RECEIPTS. Total receipts.... \$28,010.6 Balance in fund Oct. 31, 1895... \$28,010.63 BENEVOLENT INSTITUTION FUND. RECEIPTS. Current and delinquent taxes... \$689,937.12 Total receipts..... Transfer general fund...... \$689,987.12 SALES STATE LANDS. \$6,766,18 Balance in fund Nov. 1. 1894.... RECEIPTS. Proceeds from land sales...... \$1,576.85 Total receipts \$8,343.03 DISBURSEMENTS. Expense selling lands..... \$395.50 1,847.53 \$8,343.03 SALE UNIVERSITY AND COLLEGE FUND LANDS. Balance in fund Nov. 1, 1894. ... \$13,792.77 Proceeds from land sales...... DISBURSEMENTS. Transfer to college fund prin-Expense selling lands..... UNCLAIMED ESTATES. \$23,271.32 Balance in fund Nov. 1, 1894..... Estates without beirs \$7,081,21 \$30,354.56 DISBURSEMENTS Estates returned to heirs..... \$4,548.58 Total disbursements...... Balance in fund Oct. 31, 1895..... SOLDIERS' AND SAILORS' MONUMENT PUND. Balance in fund Nov. 1, 1894.... Delinquent tax..... \$3,236.68 DISBURSEMENTS. Salance in fund Oct. 31, 1895 \$4,224,576.6 \$4.304.9.4.34 STATE DEBT SINKING FUND Current and delinquent taxes ... \$385,211.59 Payment on temporary loan bonds, 1885 Balance in fund Oct 31, 1895 211,103.67 \$385,211.0

Funds that have not been changed duri

RECAPITULATION OF BALANCES

1,428,32

F. J. SCHOLZ, Treasurer of State.

year ending Oct 31, 1895:

General fund.... School reverue fund for tuition

Indiana University..... fund

ermanent endowment func-Indiana University interest.

Sale university and college fund

Sol liers' any sailors' monute

State sinking fund...... Common se sool fund...... Exce-s b d- sinking fund.

Sur plus revenue fund.

Unclaimed estates